(*d*) The function of the Committee was to co-operate with the Special Officer, Road and Vehicle Census, and report on the maximum and minimum requirements of vehicles for each route.

(*e*) Yes

Bus routes for private agencies.

2. MR. V. K. VARGHESE : Will the Hon'ble Minister for Transport be pleased to say :

(*a*) whether applications are received from private agencies for bus routes on roads other than those used by State Transport ;

(*b*) whether he is aware that sufficient buses are not in use in various lines, and that the travelling public are undergoing considerable difficulties ; and

(*c*) whether Government will be pleased to announce that private agencies can be encouraged in this matter ?

HON'BLE MR. K. R. ELANKATH : (*a*) Yes.

(*b*) Yes, in certain lines.

(*c*) A Press Note explaining the policy of Government on this subject has been issued.

Opening of bus routes by private agencies.

3. MR. V. K. VARGHESE : Will the Hon'ble Minister for Transport be pleased to state the policy of the Government in giving sanction to open new bus routes by private agencies ?

HON'BLE MR. K. R. ELANKATH : A copy of the Press Note issued on the matter is placed on the table.

PRESS NOTE.

Government desire to clarify their policy in regard to the motor passenger service in the State. There are at present two systems of motor traffic prevailing in the State, *viz.*, the State owned services and the private services. The private motor transport system is regulated by the Travancore Motor Vehicles Act and the Rules passed thereunder, the Inspector-General of Police and the Deputy Inspector-General of Police functioning as 'Transport Authority' for issuing permits to vehicles for transport of passengers and goods. At present private buses are allowed to operate on routes not monopolised by the State Transport Department.

In 1945, Government found it necessary to encourage the fleet ownership system, in view of the loss sustained by individual owners on account of the shortage of petrol, scarcity of spare parts and non-availability of vehicles. The smaller groups and individual operators, thereupon, joined together to form larger units. Nevertheless from 1946 onwards, many individuals owning not more than one or two buses were granted permits to operate passenger services. The fleet owners then represented that applications for fresh permits for buses and lorries should not be entertained until the traffic requirements on every route were properly assessed and fixed. They

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contended that, if additional vehicles were found necessary on any route, the existing operators should be given preference. They also urged that a traffic survey on each route should be made and the number of buses and lorries for each route fixed in accordance with public demand. Eventually, at a conference of the Transport Operators, it was resolved to appoint a Road Census Committee to examine the whole question and submit a report.

The Committee have submitted their report which is now under the consideration of Government. In the meantime, however, Government had directed the Transport Authority that excepting under their special orders, no fresh permits should be issued, pending the final disposal of the question by Government on receipt of the Committee's Report. This order has evoked numerous representations to Government for the grant of permits on various routes all over the State.

Government, on a careful examination of the question afresh, in the light of the improved position in the supply of petrol, motor vehicles and spare parts, are now of the view that a more liberal policy may be adopted in the matter even before final orders are passed on the Committee's report. There is considerable over-loading in almost all the private buses in operation, much to the inconvenience of the travelling public. If, therefore, owners of vehicles are prepared to operate additional buses, Government will have no objection to grant the required permits to the extent necessary for ensuring the convenience of the public. No monopoly will be granted either to concerns or individuals. On the other hand, the policy will be to issue permits to different concerns in a single route, specifying the timings. Such permits will, however, be liable to revocation without notice and without payment of compensation, whenever Government find it necessary to take over any route in view of their proposal to nationalise the entire transport system in the State.

In the circumstances, Government have revoked their Orders suspending the powers of the Transport Authority to issue permits. Permits will be issued by him, for the time being, in consonance with the following broad principles:—

(1) The existing system of monopoly in granting permits will not be enforced but the policy of granting permits to different concerns in a single route specifying timings will be followed. The Police authorities will be directed to enforce strictly the timings so granted.

(2) The permits will be issued on the understanding that the lines are liable to be taken over by Government without any notice and without any compensation.

(3) In view of the petrol scarcity, fresh permits will be given as far as possible only to vehicles fitted with gas plants, especially on routes lying in the plains. In other deserving cases, especially

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[Hon'ble Mr. K. R. Elankath.]

on routes where gas plants cannot be successfully operated, permits to operate petrol-driven vehicles will be granted under exceptional circumstances.

Government hope that these arrangements will ensure increased facilities to the travelling public while satisfying the demand for permits to operate private services on various routes.

വിദ്യാഭ്യാസവകുപ്പുമേലദ്ധ്യക്ഷന്റെ നിയമനം.

4. MR. P. C. GEORGE (*Pathanamthitta I—General*): താഴെ പറയുന്ന ചോദ്യത്തിനു വിദ്യാഭ്യാസവകുപ്പിന്റെ ചാർജ്ജുവഹിക്കുന്ന ബഹുമാനപ്പെട്ട മന്ത്രി സദയം മറുപടി പറയുമോ?

ഈ നാട്ടിലെ വിദ്യാഭ്യാസവകുപ്പു മേലദ്ധ്യക്ഷന്റെ നിയമനക്കാര്യത്തിൽ സഭാവശുദ്ധി ഒരു മാനദണ്ഡമായി ഗവണ്മെൻറ് ഗണിക്കുമോ?

HON'BLE MR. N. KUNJURAMAN: സക്കാർ സർവീസിലുള്ള എല്ലാ ഉദ്യോഗങ്ങൾക്കും സഭാവശുദ്ധി ഏറ്റവും പ്രധാനമായ ഒരു മാനദണ്ഡമാണ്.

Special test in the Accountant-General's Office.

5. MR. KANNARA GOPALA PANICKER (*Thiruvalla II—General*): Will the Honourable Minister for Finance be pleased to state whether there is any special test imported from outside and instituted in the Accountant General's Office, by which promotions above the grade of Rs. 100 among the staff are confined to those who have passed this test?

HON'BLE MR. A. J. JOHN: A special test called the Higher Departmental Examination was instituted from 1940 for Accountants on Rs. 125-165.

Purpose of the Special Test Examination.

6. MR. KANNARA GOPALA PANICKER: Will the Honourable Minister for Finance be pleased to state the object and purpose for the particular examination when there is already a departmental examination exclusively intended for this department in place of the Account Test Examination?

HON'BLE MR. A. J. JOHN: To select the proper type of persons for supervising work The Lower Departmental Examination is intended only for confirmation in the grade of Rs. 45-75.

Conducting Special Test Examination.

7. MR. KANNARA GOPALA PANICKER: Will the Honourable Minister for Finance be pleased to state how this special test examination is being conducted, the chief authority who conducts the examination, sets question papers, values them and announces the results?

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